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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

25X1A

INFORMATION REPORT

CD NO. [REDACTED]

COUNTRY Germany (Russian Zone)

DATE DISTR. 7 September 1950

SUBJECT Railroad Bridges Across the
Elbe River at Magdeburg

NO. OF PAGES 1

PLACE
ACQUIRED
25X1A [REDACTED]NO. OF ENCLS. 4 (3 Photos*)
(LISTED BELOW) (1 Annex)DATE OF
INFO. [REDACTED]SUPPLEMENT TO
REPORT NO. [REDACTED]

25X1X

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SOURCE * Documentary [REDACTED]

1. Attached are photostats of bridge drawings of the railroad bridges across the Elbe River in Magdeburg (M 53/Y 60). One is of the North Bridge, the so-called "Herrenkrug Bridge", showing the bridge in its demolished status. * The second shows the North Bridge after its reconstruction. * The third is of the South Bridge, a bascule bridge. **

25X1A * [REDACTED] Comment. The double-track North Bridge is on the Berlin- (M 53/Z 75)-
Magdeburg - Hannover (L 53/Z 22) trunk line. On the Potsdam- Biederitz
(M 53/Y 70) section the second track of this line has been dismantled. See
Annex 4. The demolished sections were rebuilt in 1945. The smaller sec-
tions 5 and 13 were replaced by heavy steel girders after the insertion of
an intermediate bridge pier. Section 10, a 66-meter span, was rebuilt with
SKR 6 type military bridge equipment (SKR - Schaper-Krupp-Reichsbahn).
Since the bridge has two tracks the clearance had to be reduced to 4.004
meters. The old superstructure of Section 9, a 66-meter span, was used to
rebuild this section after it had been salvaged from the river. Pier IX
was rebuilt on its previous foundation and reinforced by a steel-concrete
casing. The double-track bridge was opened to traffic on 12 March 1946.

25X1A ** [REDACTED] Comment. The South Bridge, which in section 4 is designed as a bas-
cule bridge, is on the single-track line from the railroad station of
Biederitz on the eastern bank of the Elbe River to the large marshalling yard
in Magdeburg/Buckau, a line which is of great importance for freight traf-
fic. See Annex 4. The superstructures of spans 4 and 5, which are 90 and
49 meters long respectively, were installed after their salvage and repair.
The bridge was opened to traffic on 2 January 1946 but the lifting device
of section 4 was not repaired before 3 September 1946. Both bridges can
carry type E trains which have an axle pressure of 20 tons. According to
the slow-down regulations of the Magdeburg railroad district, the speed
limit on the bridges was 10km/h in mid-July 1950.

4 Annexes: 3 photostats and 1 location sketch of bridges across the
Elbe River.

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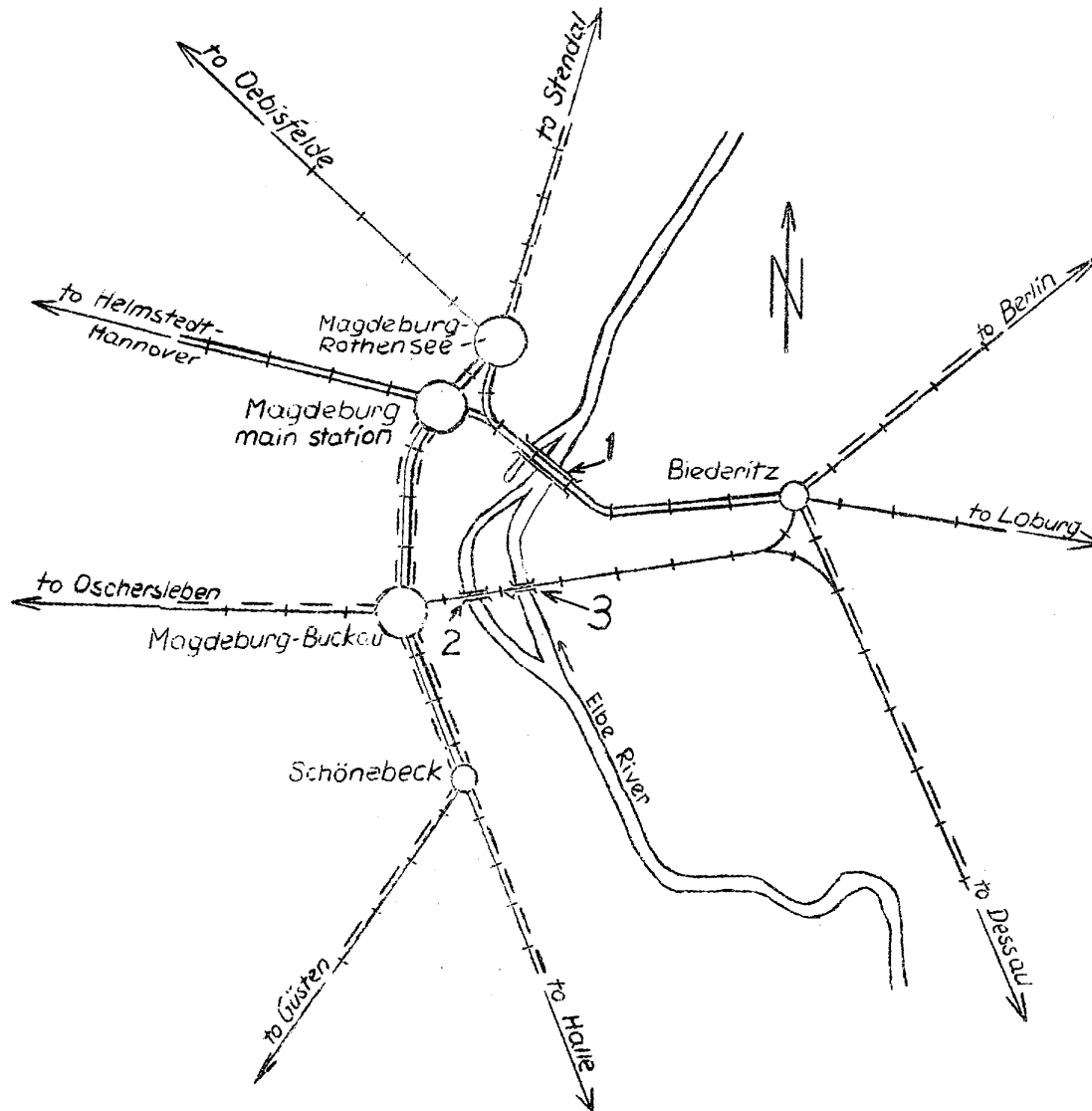
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Annex 4

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Railroad Bridge across the Elbe River
at Magdeburg.



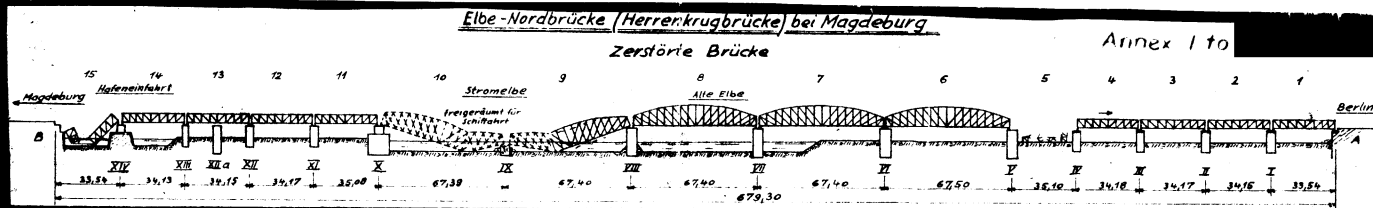
Legend.

- double track standard gauge
- formerly double track standard gauge
one track dismantled
- single track standard gauge

- 1 Northern (Herrenkrug) Bridge
- 2 Southern Bridge (Lifting Bridge)
- 3 Bridge (not reported), the bridge is undamaged

ILLEGIB

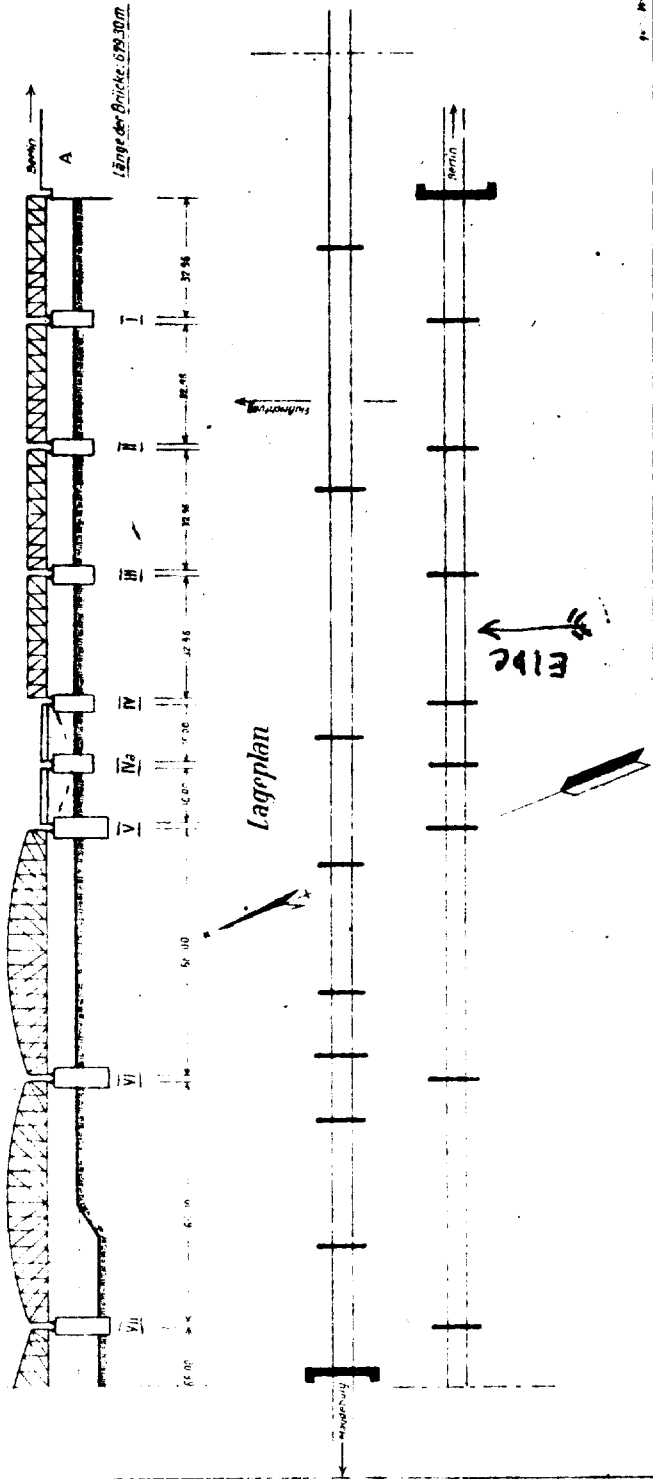
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Annex 2

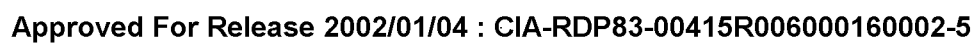
alte Br. Wiederhergest.
SKR-Grat
Elbebr. Magdebg. (Nordbr.) nach d. Wiederherst.



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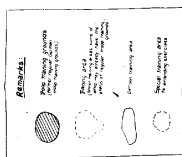
SOVIET TRAINING AREAS

OVERLAY N: 1

1:250 000

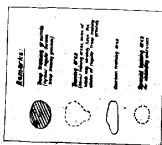
NORTHERN PART OF OCC ZONE

SECRET

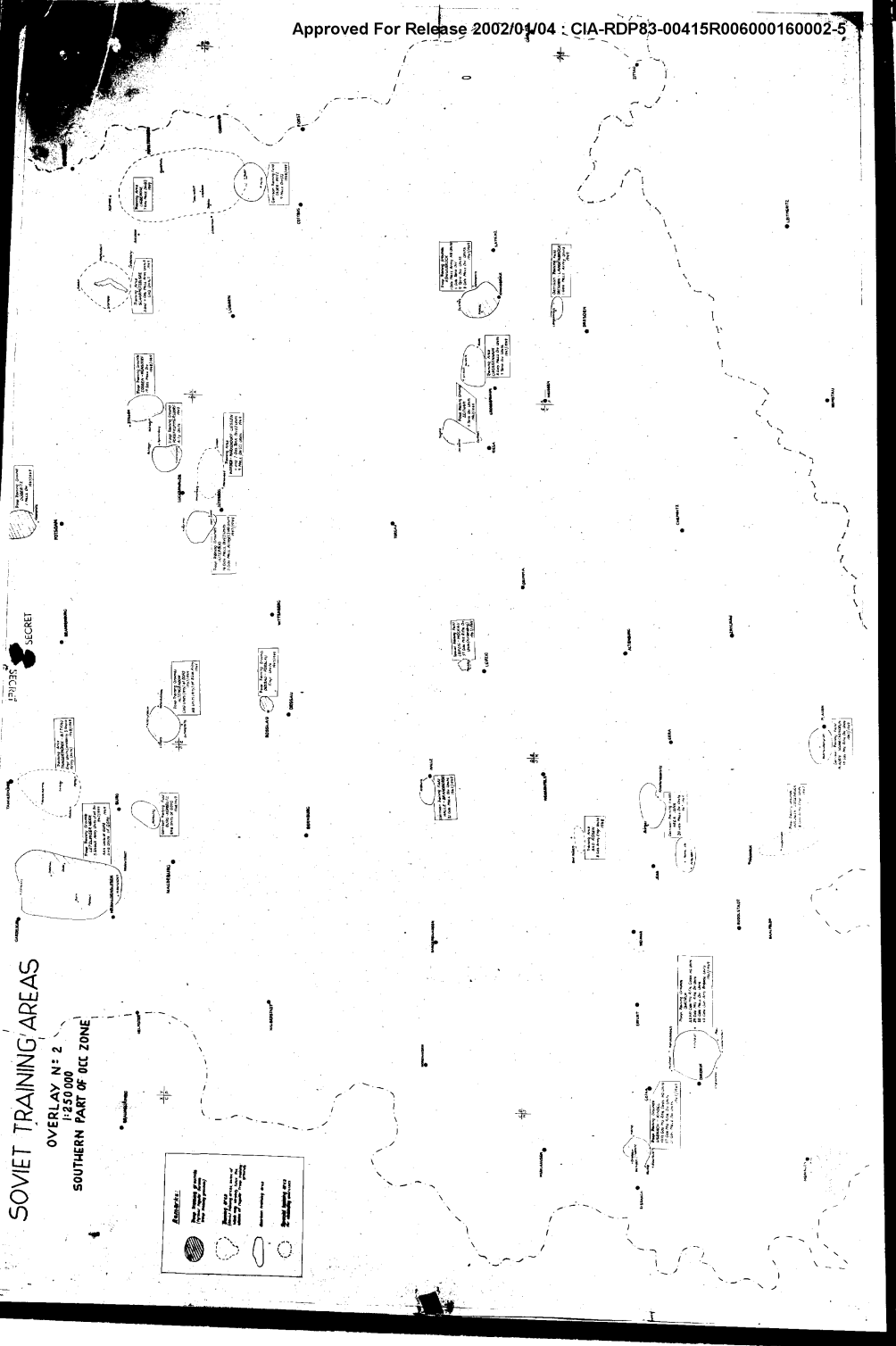


SOVIET TRAINING AREAS

OVERLAY N° 2
1:250,000
SOUTHERN PART OF OCC ZONE

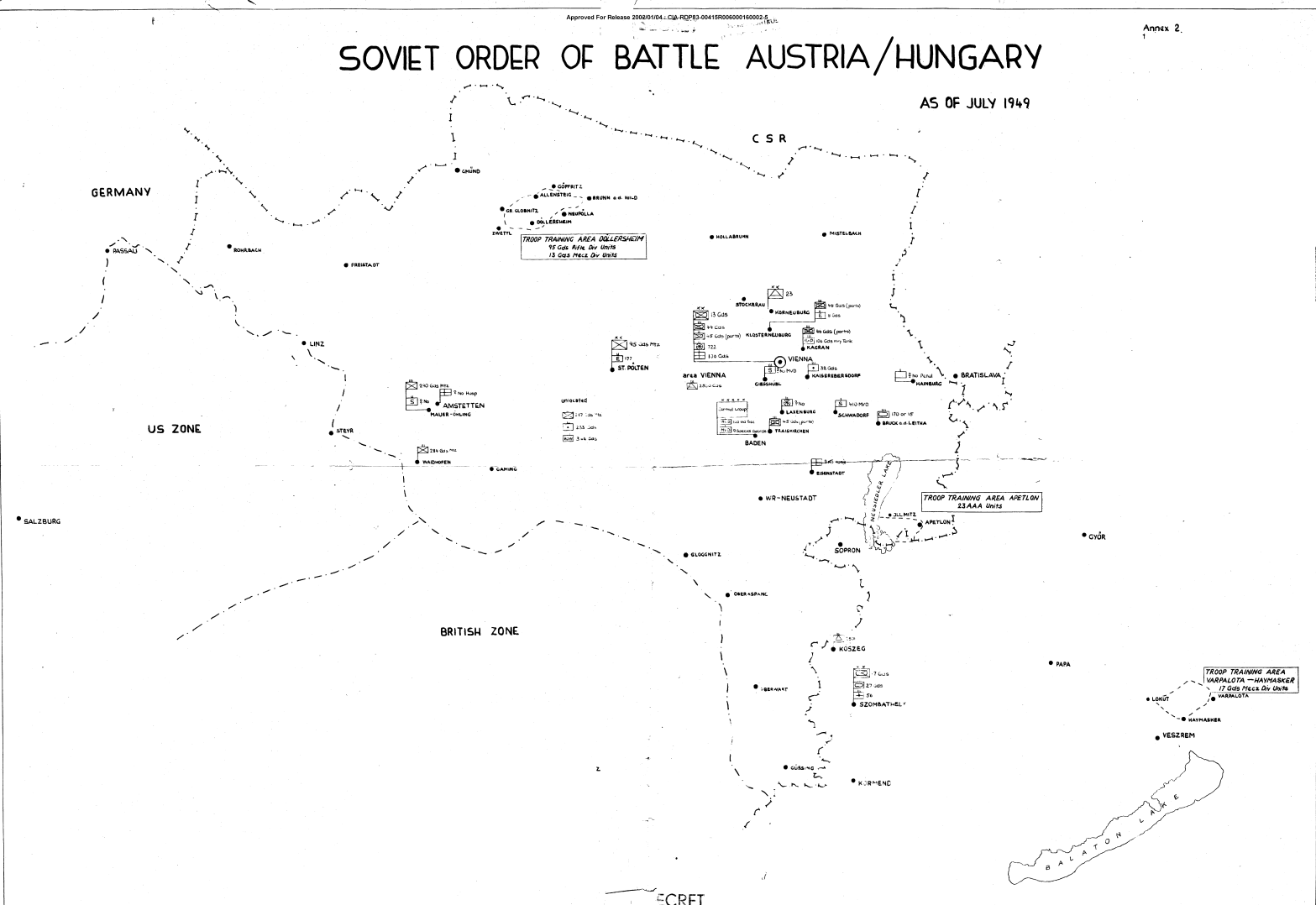


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SOVIET ORDER OF BATTLE AUSTRIA/HUNGARY

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